than any other foreign people, continued to be the chief port of entry for foreign goods. However, in the total commerce of Great Britain, China was not so important as in that of Japan or the United States. In 1929 China accounted for more than a fourth of Japan's foreign trade, for about three and a half per cent, of that of the United States, and for only about one and a half per cent, of that of the United Kingdom.

Even before its conquests in the 1930's and 1940's, Japan loomed prominently in China's economic life and China was similarly very important to Japan. Japan's domination of South Manchuria has repeatedly been noted. In 1927, 91 per cent, of the iron ore produced in China was from properties under Sino-Japanese control and most of it was consumed in Japan—which, as we have seen, lacked extensive iron deposits of its own. In January, 1930, Japanese owned and operated in China cotton mills having 39 per cent, of the spindles of the entire country.

The years between 1894 and 1937 witnessed great changes in the internal transportation system of China. The twenty years after 1894 were ones of railway building, for they saw the construction of two roads connecting Peking with the Yangtze Valley, of trunk lines in Manchuria, and of several shorter roads in various parts of the country. However, before the entire country could be equipped with railways, the World War of 1914-1918 and increasing civil strife in China intervened. Foreign capital was reluctant to enter and little domestic capital could be obtained. The major part of the country, therefore, and even most of China proper remained entirely unequipped. Sinkiang, Mongolia, and Tibet were without a single mile, vast Szechwan was equally free

from the iron horse, and south of the Yangtze only a few hundred miles had been constructed. After 1914, most of the new railway construction was in Manchuria. By 1930 over a third of the total mileage was there.[2] With the increase of civil war, especially after 1925, existing lines, except in Manchuria, fell into alarming dis-repair. Their use by rival armies all but ruined the rolling stock and jeopardized the maintenance of the roadbeds. Their receipts were often appropriated for military or other non-railway pur-poses, frequently their equipment was not paid for, and interest on bonds was repeatedly allowed to become overdue.

[2] 6.987 kilometers out of a total for all China of 17.488 kilometers.